

PROPOSED FUNDING FOR TRANSPORTATION INFRASTRUCTURE WITHIN SENATE JOBS BILL (35.4 BILLION)

	Proposal	Funding Recommendations
1. Limit Jobs Bill timeframe.	<ul style="list-style-type: none"> A short-term bill should create immediate jobs for 2010 and invest in smart, clean & safe transportation infrastructure for the 21st century. 	<ul style="list-style-type: none"> Keep bill timeframe to no more than 12 months
2. Facilitate maximum job creation and recovery through existing programs.	<ul style="list-style-type: none"> TRANSIT (\$16 BILLION): Allow urban transit systems to flex up to 100 percent (\$9 billion) in formula funding for emergency operating costs¹ to return lost jobs (bus drivers/maintenance workers) & retain options for commuters in greatest need. <i>Every dollar invested in operating generates <u>twice</u> as many jobs as dollars invested in capital² and every dollar invested in transit capital create <u>twice</u> as many jobs as dollars invested in road construction.</i> Fund transit system repair & maintenance; projects shown to create more jobs than capacity expansion. <hr/> HIGHWAYS (Surface Transportation Program (STP)) (\$8.1 BILLION): Fund program & increase funding levels for areas with highest jobs & economic growth potential. Workforce Development & Job Training: Invest to ensure “green” jobs are targeted to workers in greatest need. 	<ul style="list-style-type: none"> \$8 billion: Urbanized Area Transit Formula (49 USC 5307); <i>allow 100 percent <u>operating flexibility</u></i> \$1 billion: Nonurbanized Area Transit Formula (49 USC 5311) <i>100 percent operating flexibility in current law</i> \$4 billion: Fixed-Guideway Modernization (49 USC 5309) \$3 billion: Transit New Starts (49 USC 5309) <hr/> \$8 billion: STP (23 USC 133); <i>increase sub-allocation for metropolitan areas (in line with Surface Transportation Assistance Act of 2009)</i> \$100 million: FHWA On-the Job Training Program (23 USC 140(b)); <i>expand program to transit projects</i>
3. Lay the foundation for the 21 st Century.	<ul style="list-style-type: none"> COMPETITIVE GRANTS (\$9.8 BILLION): Provide grants for multimodal projects (TIGER), capital investments for ‘green’ public transportation (TIGGER), intelligent transportation solution technologies (ITS), high speed rail (HSR), intercity bus service and Amtrak (non-competitive). <hr/> ACTIVE TRANSPORTATION INFRASTRUCTURE (\$1.5 BILLION): Prioritize new bicycle and pedestrian infrastructure and livability initiatives to expand options for households with lower cost mobility choice. 	<ul style="list-style-type: none"> \$3 billion: TIGER (ARRA PL 111-5, 123 STAT. 203) \$2 billion: TIGGER/ITS (ARRA PL 111-5, 123 STAT. 210) \$2.5 billion: HSR (49 USC 26105 (b) (4)) \$1 billion: Intercity Bus (49 USC 5311) \$1.3 billion: Amtrak (49 USC Chapter 244) <hr/> \$1.5 billion – Livability, Bicycle & Pedestrian infrastructure (in addition to set-aside for Transportation Enhancement funding within STP (23 USC 133))

¹ Allow funds flexed for operations to be used through the end of fiscal year 2012; subject to Maintenance of Effort

² *Economic Impact of Public Transportation Investment*. p.26. Prepared for the American Public Transit Association: Transit Cooperative Research Program (TCRP) Project J-11, Task 7 by Economic Development Research Group and Cambridge Systematics. October 2009